

Connections

A Publication for Employees of the Missouri Department of Transportation

February 26, 2015

Central Office

Districts

Northwest

Northeast

Kansas City

Central

St. Louis

Southwest

Southeast

Archives

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Innovations Chosen for Statewide Showcase

by Jim Dickson

Preparations are in high gear for this year's Innovations Challenge Showcase slated for April 28 in Springfield. The job was not an easy one, but district innovation coordinators and category review teams have narrowed the field from 119 first-round winners to the top 58 innovations for the showcase. Those chosen for the showcase must now work on how to best explain their innovation to the event judges the afternoon prior to the showcase, which is the opening event for the annual DOMMinno meeting.

Aside from bragging rights, innovators have a chance to bring home cash awards and trophies. Judging panels will identify the top four innovations in their category, which comes with a cash award of up to \$425 per person or maximum of \$1,550 per team. The top two innovations in each category will also take home an extra \$10,000 for the host division or district budget. Showcase visitors will be voting for the People's Choice Award, and for the first year the department director will present the Director's Safety Award.



Can't wait for the showcase? You can get a sneak peek at the submission files at - [Innovations Showcase](#) ([link works for employees only](#)).

The snow plow stand, a 2014 challenge winner submitted by the Southwest District, is a piece of metal that acts as a stand when attached to the snow plow. The stand makes attaching and detaching the plow quicker, simpler and safer, and it keeps the plow level. It helps reduce employee injuries by eliminating prying or pushing of the plow. The stand is now being used statewide to improve efficiency and safety.

Here's a list of the innovations that will be at the showcase:

Productivity Category

Aggregate Concrete Tracker
Articulated Saw Attachment
Electronic Bridge Memorandum
Hover Trimmer
Hydraulic Geometric Data Process
Invasive Weed Control Strike Team
LED Snow Plow Lights
Lighted ATV Whip on Tow Plow
Multi-Use Snow Removal Truck
One-Time Bridge Delineator
Request for Environmental Services Form
Road Closed Flip Sign
Snow Personnel Database
Striping Database
Temporary Mailboxes
Tow Plow Camera
Web Application for Project Numbers

Projects Category

Adjustable Guardrail
Back 2 Basics Videos
Construction Database Report
Crash Trend Spreadsheet
Electronic Bidding and Contracting
Follow-Up Form
Horizontal Curve Inventory
Inlaid Pavement Markers
KC News
Live Traffic Data
MCS Safety Audit Process
Median Barrier Wall Modification
MoDOT Values Videos
Reflective Advance Warning Flags
Scratch and Chip
SharePoint CUF Forms
SharePoint Project Management System
State Map GIS Conversion
Stay-In-Place Form Hanger
Striped Roundabout
Weathering Steel Washers

Tool & Equipment Category

CMP Clamp
Gear Box Shaft Bit Attachment
GPS Roadside Obstacle Marker
Guardrail Cable Sprayer
Hand Telespar Base Puller
Heated Stay Back Sign
Material Load Indicator
Pull Paver Shaker
Sign Base Cleaner
Sign Post Driver
Signal Loop Tester
Socket Wrench Attachment
Spare Tire Road Sign Hauler
Stow Assist
Striping Bead Filter
Tailgate Chipper
Tie Rod Boots
Tow Plow Sign
Trimline Carrier
Wing Plow Strobes

Team Talk - Doing a Great Job With Winter Operations

by Roberta Broeker

Hello Team MoDOT! I don't know about you, but the seesaw weather has got me confused! But...23 days left until spring and at least we're not in Boston.

Actually, this hasn't been a very bad winter so far, knock on wood, and Dave, Ed, Kathy and I are all very proud of how Team MoDOT has tackled winter weather operations. It is always wonderful to hear you are doing a great job, and I was

humbled at the amount of feedback we received on social media saying how well MoDOT has done clearing roads and keeping Missourians safe.



I know some of you may have seen these kind messages on our Facebook account, but I wanted to share a few.

“Thanks to the women and men of MoDOT, making the traveling safer.” – Hobbes Tayloe

“You guys don’t get enough credit. We take our clean streets for granted. Great job MoDOT and thank you!” – Gary Jokisch

“Thank you MoDOT for all your hard work keeping our families safe and our roads clear! We appreciate it!” – Amber Davenport Wiggins

“You guys have been doing an amazing job keeping the roads as clear as you can! Thanks for all the hard work!” – Whitney Russ

“Thank you for all that you do! Working all those crazy hours to get the roads clear!” – Jennifer Bone

“Thank you to the men and women that take care of us by taking care of our roads!” –

Kathy Hinkebein

“Thank you MoDOT workers!” – Kathy Fisher

“You guys have done amazing! Thank you for all you do!” – Rebecca Sewell

“Thank you MoDOT for making our roads safe for our travels!” – Catherine Creason

“So thankful to all these people who put in some really long hours for us to drive safe on the roads.” – Lena Franklin

“Your department impressed me today. I reported a problem with a road sign through your website and your crews showed up to fix it within an hour. Good job, thank you!” – Mick Fischer

“Thanks for all your hard work!” – Jamie Galemore

These comments really lifted my spirits on such a cold and snowy weekend. And I know that there are hundreds more members of Team MoDOT who aren’t sitting in the plows or in the emergency operations centers, but are also geared up to do the job, whatever it may be, every day. I hope that each of you on Team MoDOT understands how your passion for public service, and particularly for the safety of others, enhances the lives of Missourians not just by clearing snow, but in the work you do all year round.

If you hear family and friends talking about winter weather here in Missouri don’t forget to remind them to download the Traveler Information Map on their phone so they know road conditions before they travel. Safety is everyone’s priority. Stay safe and warm Team MoDOT.

Getting Social with MoDOT Old Content, New Tricks

by Patrick Wood

Over the last seven years, MoDOT has cultivated an audience through social media. We’ve learned the best ways to engage that audience and watched as that audience has grown making MoDOT a leader in social media among other state departments of transportation.

The social media outlet that drives the most engagement for MoDOT is our Facebook page, which grew through the year of 2014 from just over 15,000 followers to almost 36,000. To date in 2015, the page boasts a little over 41,000 followers. MoDOT uses this following to spread awareness for work zone safety, the importance of safe driving practices and buckling up, MoDOT funding issues, the work we are doing throughout the state, road closures and messaging alerting Missourians of winter weather road conditions.

During winter weather MoDOT keeps Missourians up to date on road conditions by posting images of the Traveler Information Map along with a link to the website and advice to download the mobile app. Along with these road condition posts, MoDOT includes safety tips for driving in winter weather and other winter weather related content.



Missouri Department of Transportation
Posted February 20

Snowing where you are? If you have to shovel your driveway tomorrow check out this video! Find out how to shovel your drive and not get snow plowed back over the entrance of your driveway!



Click above to watch an old video on shoveling snow that has a whole new following on social media this winter.

like that.” said Herrera. “I am proud of that video but it took me by surprise to hear that something I made almost five years ago is so popular on Facebook right now.”

Follow MoDOT’s statewide account on Facebook. Go to <https://www.facebook.com/MoDOTStatewide> and click “like” at the top of the page. To follow MoDOT’s other statewide social media accounts use the following links.

- Twitter – <https://twitter.com/MoDOT>
- YouTube – <https://www.youtube.com/user/modotvideo>
- Flickr – <https://www.flickr.com/photos/modot/>
- Instagram – https://instagram.com/modot_statewide/

Before a winter snow event on Feb. 20, we shared an animated video on our Facebook page on best practices when shoveling snow to avoid having to shovel snow again after plows go down the road. As of Feb. 24, the video had reached almost 12 million people.

On Facebook a post “reach” simply means that the content showed up in a user’s home news feed, but a reach of nearly 12 million is very impressive for a department of transportation page. Of the people who saw this video a total of 3,743,621 people watched it. Over 1,300 people commented on it on MoDOT’s page alone, and that post was shared by over 77,000 people. Those that shared and commented on the video were from all over the United States.

This animated video was created in December of 2010 by Olmedo Herrera, a multimedia services specialist in the customer relations division. The video had been shared before on social media but it wasn’t until this year that it became massively popular for MoDOT’s page.

“It’s crazy to see something I created go viral

CONNECT WITH YOUR ADVISORY COUNCIL EMPLOYEE

?

EAC

EMPLOYEE ADVISORY COUNCIL

The road to success is dotted with many tempting parking spaces.
~ Will Rogers ~

It is the mission of the EAC to foster and enhance a positive work environment for all MoDOT employees.

Safe Materials and Waste Minimization Efforts in Maintenance

by Linda Wilson Horn

Safety is the top priority for MoDOT with the key element of doing our jobs using safe products. Staff from MoDOT’s Divisions of Maintenance, Risk Management, General Services and Design Environmental Section are taking a series of actions to reduce the quantity and/or toxicity of hazardous waste associated with its operations primarily for maintenance employees and general services mechanics. These efforts will reduce the volume of hazardous waste generated by MoDOT operations,

reduce MoDOT staff exposure to hazardous chemicals, insure compliance with environmental rules and reduce our regulatory reporting requirements.

The biggest effort involves removing chlorinated solvent products from the daily work of our maintenance workers and mechanics.

“Suppliers have been willing to find us alternative products without these solvents,” said Senior Environmental Specialist Bill Wilder. “Posters are being provided to the buildings across the state showing examples of products to use and those which should no longer be used.”

Maintenance Division is also working to evaluate alternative parts washers, which do not contain chlorinated solvents. Mechanic feedback on performance will be sought to aid in recommendations on future purchase of alternate units. Maintenance Division has committed to funding at least one alternate parts washer system per district.

Currently MoDOT has six sites classified as small quantity hazardous waste generator sites, which require more extensive management of waste materials, including aerosol cans which are not completely emptied. Employees at these sites will be trained by the environmental staff on the proper way to dispose of used but not completely emptied aerosol can products.

The Bridge Maintenance Crew’s painting operations has been the largest generator of hazardous waste (sand blast debris with lead paint chips) which requires the small quantity generator designation.

“One step in our efforts is to review our current volume of lead paint waste,” said Maintenance Liaison Engineer Ken Warbritton. “Since we paint less now than in the past, we believe we can effectively reduce the regulatory burden by requesting Missouri Department of Natural Resources consider re-designation of sites with reduced paint waste around the state.

Environmental staff are reviewing proposed regulations in order to develop training for field units on upcoming rules related to solvent-contaminated wipes. Later this year, MDNR will provide direction on management of cloth or paper (disposable) wipes, which are used with solvent for parts cleaning operations. Watch for more information and training programs on the proper disposal procedures.

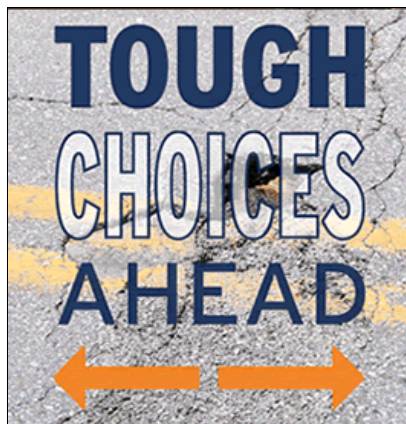


Maintenance workers and mechanics are replacing their daily work products with items like the ones shown here that do not have chlorinated solvents.

Tough Choices Ahead - Information for Employees

How is MoDOT going to prioritize construction and maintenance work in 2017?

To make the biggest impact with limited funds, the department will categorize our roads into two groups: primary roads and supplementary roads, and we’ll call it Missouri’s 325 System. Improvements and capital investments will only be made on primary roads and bridges. Supplementary roads and bridges will receive only limited routine maintenance work.



How did we decide to focus our funding on the primary and supplementary routes?

The primary roads are set forth in state law and defined by the Missouri Highways and Transportation Commission as those routes that connect the state’s communities, as opposed to roads that are used primarily for local travel.

The primary routes are approximately 8,000 miles that form an interconnected system, providing direct service to most cities with a population of 1,000 or more. Nearly all Missouri’s major roadways are part of the primary system. Only those major routes that function as business routes, loops or more like local roadways are excluded from the primary system.

We have decided to focus our limited resources on the primary system because it offers equity across the state between urban and rural areas. Every county in the state has at least one highway on the primary system.

The primary system is different from MoDOT’s current roadway classification of major and minor roadways. Under that system, major roads make up 20 percent of the entire highway system and carry 80 percent of the traffic, but are confined to limited areas of the state.

What will happen to the supplementary roads and bridges?

While we’ll be able to keep our primary roads and bridges in good condition, taking care of the supplementary roads is another story. These roads will only receive routine maintenance like pothole repairs and patching. Safety on these supplementary routes could be compromised as well. Already, nearly half of the fatalities on state highways occur on supplementary roads. Moving forward, we won’t have the resources to resurface these roads, much less add safety features, such as shoulders and rumble strips.

Over the next decade, supplementary routes will become a patchwork of repairs, resulting in a rough ride for motorists. Heavy loads on bridges will be limited, and some bridges could be closed indefinitely.

It's important to remember that the supplementary roads include significant urban routes. These roads do not connect the state's system of roads and bridges, but fill a more local transportation need. These roads will only receive routine maintenance. Still, they carry high traffic volumes – anywhere from 30,000 to 50,000 vehicles per day.

Fatality Update



What's Happening



Employee Survey Teams Update

by Jerad Noland, Northeast District Design Engineer and Total Compensation Team Leader

Although the official February 20th deadline for sending employee feedback has passed, we will gladly accept any additional comments.

We have currently received over 1,250 feedback forms that represent the views of over 1,500 employees!

Our team leaders will be scheduling video conferences or conference calls with all of their sub-team members this week. This will allow the sub-team members to express the views and comments they received during the past three weeks of conversations with coworkers. Our team leaders will then continue to summarize and prioritize the views and issues associated with “Total Compensation”.

On behalf of the Total Compensation Team and all of our sub-team members, thank you for taking the time to send us your comments.



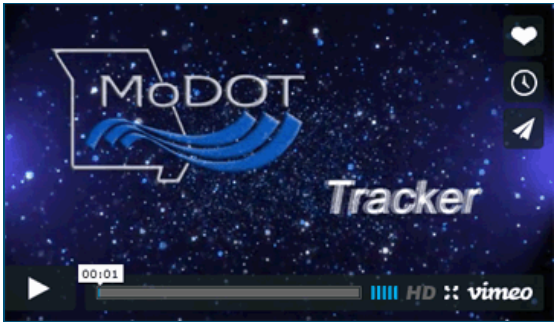
New Safety Posters Coming Soon

The newest Choose One safety posters will be delivered to all facilities within the next couple of weeks. These laminated posters focus on the importance of wearing a safety harness for fall protection and wearing safety glasses for eye protection.

The posters are intended to make employees think about the choices they have when it comes to safety. They are also a good tool for morning safety discussions to start a conversation about safety procedures and personal protection equipment.

When supervisors receive these new posters, we ask that you use the safety harness side of the poster first; then in June, flip the poster to the safety glasses message. Also, since we want to focus on one safety message at a time, please remove other Chose One posters hanging in your buildings. The intention is to use these posters again, so please designate a location for storage.

All of the Choose One posters can be found on the comprehensive safety site – [Safety Posters](#).



Celebrating Tracker in Video

This year MoDOT is celebrating the 10th anniversary of Tracker, the performance management tool that allows us to measure how well products and services are delivered to customers.

Check out this video about Tracker on MoDOT’s webpage - [Tracker 10th Anniversary](#).

MoDOT Director Search

*by Stephen Miller
Chairman, Missouri Highways and Transportation Commission*



MoDOT’s director Dave Nichols, announced his retirement effective May 1, 2015. The Commission believes the best way to find the best leader for Missouri’s future is through a national search. This process gives us a thoughtful way to address MoDOT’s needs and hear ideas from candidates across the country. Despite our current lack of funding, MoDOT remains a high functioning DOT that is highly regarded as a transportation leader in the country.

By creating a national pool of candidates, external and internal, the Commission seeks to give employees and our state great leadership to address our challenges. We expect that the search will last into the fall and we will name an interim director at our April meeting to assume responsibilities after May 1. Dave will be sorely missed but the Commission expects a very smooth transition in leadership.

Thank you for your continued dedication, hard work and service to Missouri.



66th Annual Traffic and Safety Conference

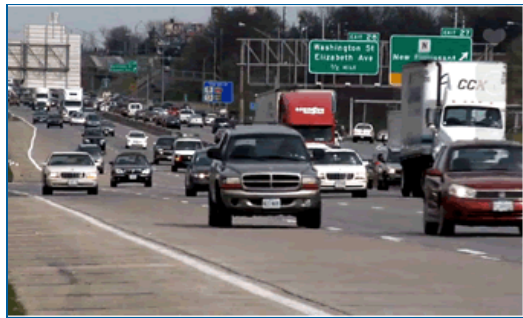
MoDOT, Federal Highway Administration, National Highway Traffic Safety Administration and the University of Missouri are holding the 66th Annual Traffic & Safety Conference in Columbia May 12 thru 14 at the Hilton Garden Inn.

The conference planning team is finalizing an excellent agenda that includes transportation experts from across the

country speaking about innovations in traffic safety and operations. Seminars will be held on Tuesday afternoon and a research poster competition sponsored by the Central Missouri Institute of Transportation Engineers is also included.

The conference provides an opportunity to network with other traffic and safety professionals and learn about new traffic engineering technologies and safety strategies. An exhibit hall will display products and services from local and regional vendors, showcase transportation-related organizations and share traffic programs to improve safety and mobility.

Registration is available by clicking here - <http://www.modot.org/tsc>.



States Seek Alternatives for Highway, Bridge Funding

An article on the condition of transportation infrastructure, written by David Lieb of the Missouri Associated Press, was released nationally by the AP and can be read here – [States Seek Alternatives for Highway, Bridge Funding](#).

February Retirements

- | | | |
|---------------------------------------|-------------------------------------|-------------------------------------|
| Michael T. Gardner – NW – 36 years | Dale A. Baumhoer – CD – 37 years | Deborah R. Strobel – SE – 29 years |
| Karen M. Huber – NW – 21 years | Brian L. Plaster – CD – 8 years | Curtis W. Baldrige – SE – 30 years |
| Terry L. Hancock – NE – 26 years | Anthony R. Utz – SL – 30 years | Joyce A. Lootens – CO – 24 years |
| Arturo Gonzalez – KC – 23 years | Joey F. Aldridge – SW – 22 years | Tina V. Vogt – CO – 21 years |
| Christine A. Anderson – KC – 28 years | Donald Q. Taylor – SW – 30 years | Randy J. Kelley – CO – 26 years |
| Larry J. Sutton – CD – 10 years | Murray O. Schreiner – SW – 13 years | Pamela A. Hoelscher – CO – 13 years |
| Pamela J. Garber – CD – 24 years | Doug E. Cron – SW – 30 years | |

In Memoriam

Roger Turner - active employee
KC – January 27
Joshua Johnson - active employee
SL – February 10
Richard Donehue
CO – January 27
Robert Hill
former D1 – January 30
Arnold Rehagen
CO – February 3

Richard Gillis
former D4 – February 4
Ronald Feucht
former D6 – February 5
Jewell Daniels
former D4 – February 8
Billy Johnson
former D1 – February 10

Everett Gillespie
former D2 – February 10
Robert Ruble
former D3 – February 15
Chester Fritch
former D3 – February 15
Max Day
former D10 – February 15

Connections

The mission of Connections is to be a source of Missouri Department of Transportation news and feature articles that connect employees statewide.

Customer Relations - MoDOT
P.O. Box 270, Jefferson City, MO 65102
573.751.2840 / www.modot.org

Editor: Tammy Wallace

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Tammy Wallace at Tammy.Wallace@modot.mo.gov.

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Central Office

Senior Managers Prepare for a Major Earthquake

by Linda Wilson-Horn

The New Madrid Seismic Zone, located in southeast Missouri, has the potential to cause an earthquake with devastating consequences for the eastern half of the state. MoDOT’s response to a high magnitude earthquake will be critical to the safety and health of half the state’s population. Therefore, MoDOT staff regularly participates in statewide drills for earthquake preparedness.



MoDOT’s Statewide Incident Command staff receive details on the magnitude of the mock earthquake at the statewide drill Feb. 26.

On Thursday, Feb. 26, senior management staff in all districts and Central Office participated in an high magnitude earthquake exercise. MoDOT management staff focused on potential impacts to the state transportation system and how senior management will respond using the National Incident Management System structure.

“This exercise focused on how senior management will organize and respond to a worst case earthquake scenario for potentially several weeks of staffing a command structure,” said State Maintenance Engineer Beth Wright. “One of the first things we will need to assess is whose family has been directly impacted, what their immediate needs are and what their ability to come to work is. We have to address how we will staff the senior command structure in the St. Louis and Southeast areas where employees may not be able to come to work for the first few days after an event.”

Here are some tips to prepare for an earthquake:

Supervisors/Managers

- Make sure your contact information is always kept up to date for all employees.
- Make sure critical response personnel are aware of their roles and responsibilities. Have a plan for the event that some critical employees may not be available.
- In the event of a major disaster, attempt to account for all of your staff. If you are unable to do this because you are impacted personally, communicate with your management team so someone else can take over this role.
- Telephone, text and e-mail communications may be compromised, so alternate methods of communications may be required.
- Report to your district or central office Emergency Operations Center (EOC), any



During the mock earthquake drill, State Maintenance Engineer Beth

MoDOT staff that cannot be accounted for. The EOCs will work with the emergency management authorities to continue the location process.

Wright talks about the need to assess whose family has been directly impacted, what their immediate needs are and what their ability to come to work is.

Employees

- Be aware of your individual roles and responsibilities in a disaster.
- As soon as possible after a major disaster, communicate your status to your supervisor or management team. If you are personally affected, take care of your family first, but MoDOT wants to know your status as soon as you can.

A good resource for personal earthquake safety items is www.shakeout.org.

Central Office Happenings



Central Office Mailroom Change

Beginning Monday, March 2, the Central Office mail room will no longer physically deliver mail to the Retirement System Office in Jefferson City. Any mail going to the Retirement System will placed together in a large envelope and mailed through the Post Office. This process change could slightly alter the time mail is received by the Retirement System.



SKECHERS Friends and Family Days

March 5 - March 11
Shop online at www.skechers.com, using Promo Code SKBBF115A at checkout, to receive 30 percent off your purchase.

You can also print this flier – [SKECHERS Friends and Family Days](#), and shop at any of the 350+ SKECHERS Retail stores nationwide or mention Retail Code 3F.

To find a SKECHERS Retail store near you click here – [Retail Store Locator](#).



First Aid / CPR / AED Classes

Friday, March 20
8 to 11:30 a.m.
12 to 3:30 p.m.
601 West Main Street in Training Room B

Space is limited, so check with your supervisor, then sign up through the [LMS Student Center](#) (LMS Course Code 24597 titled First Aid/CPR – Infant & CPR/AED – Adult & Child.)

Upcoming Blood Drive Opportunities in Jefferson City

March 17 - Truman Building
March 18 - Truman Building



March 20 - St. Joseph's Cathedral
March 24 - Truman Building

Watch for more details soon.

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Northwest District

District Innovations Winners

The Northwest District's employees are our best resource and our district Innovations Challenge winners are excellent examples of the incredible talent pool we have.

As MoDOT faces tough choices and insufficient funding, working to make our internal processes better, more cost-effective, safer, and more productive will be increasingly important. Our employees understand that and continually work to improve the caliber of the work we produce, but also the efficiency of our work force while improving each employee's safety.

Listed below are the Northwest District's submissions to statewide competition. From these submissions, five Innovations (noted with the photos below) were selected to participate in the statewide Innovations Showcase in Springfield.

Congratulations to the winners and if you have an idea or product you'd like to submit for the next Innovations Challenge, contact Austin Hibler at 816-387-2440 for more information about the submission process.

Tool and Equipment Category



Telspar Base Puller submitted by Tammy Rhoades and Steve Rodgers, Brookfield Maintenance.



Light Bar Mounting Bracket submitted by Correy Miller, Allen Garland, Colten Berry and Darren Stanley, Cameron Maintenance.



Wing Warning Light submitted by Correy Miller, Colby DeVaul, Jon Gust and Dan Ragan, Cameron Maintenance and Tim Porter, Lathrop Maintenance.



Distributor Handbar submitted by Zachary Stout, Donnie Troester, Ethan Shoop and Nevin Hamilton, Milan Maintenance.



Wing Cylinder Stop submitted by Chris Magers, Alex Oder, Zachary Stout, Robert Valentine, Ethan Shoop, Mike Abernathy and Nevin Hamilton, Milan Maintenance.

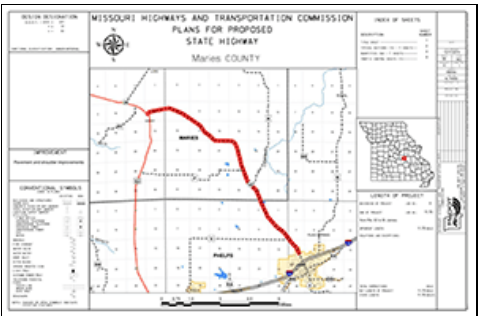


Telspar Base Puller submitted by Greg Page, Roger Anderson, Trevor Leeper, Scott Vonburg and John Dinsmore, Trenton Maintenance and Ron Parsons, Princeton Maintenance. Selected to participate in the Innovations Showcase.

Projects Category

Concern: 15-2-NW-1-3	Phone Number: 03/13/2015
Customer Name: CURTIS KERNS	Phone Number: 5732011990
County: BUCHANAN	Route: AC
Location: at the new Abtec signal	
Department: TH - TRAFFIC & HIGHWAY SAFETY	Org: TATR
Reason for call	
Customer with 8 years as a contractor, business new signal at Abtec. The project is to replace existing traffic signal with a new one. The project is to replace the existing traffic signal with a new one. The project is to replace the existing traffic signal with a new one.	
Politeness: Very Satisfied	
Timeliness: Very Satisfied	
Clarity: Very Satisfied	
Overall: Very Satisfied	
Other Comments: curtis stated that they did a great job and did not have any complain and they even gave him a follow-up call.	

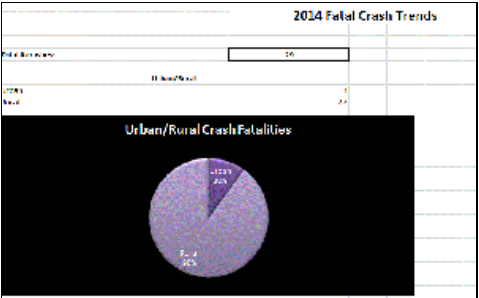
Follow-Up Form submitted by Marcia Johnson, Customer Relations. Selected to participate in the Innovations Showcase.



Automated Location Maps submitted by Jeff Burns and Mike Mooney, Design.



Scratch and Chip submitted by Troy Slagle, Wes Moore, Greg Anderson, Scott Nett, Russ O'Daniell and Jack Smith, Design and Mike Rinehart, Area Engineer. Selected to participate in the Innovations Showcase.



Crash Trend Spreadsheet submitted by Allison Brucker and Bryce Acton, Traffic. Selected to participate in the Innovations Showcase.

Productivity Category



LED Snow Plow Lights submitted by Rodney Wright and Brookfield Maintenance. Selected to participate in the Innovations Showcase.



Adopt-A-Highway Flag Holder submitted by Correy Miller and Pat Blixt, Cameron Maintenance.



Ground-Level Pumphouse submitted by Correy Miller, Colby DeVaul and Jason Willis, Cameron Maintenance and Travis Pennington, Equipment Technician.



Fuel Pump LED Light submitted by Dan Roach, Grant City Maintenance.



Loading Ramp submitted by Dan Roach, Grant City Maintenance.



AutoSocks submitted by Christopher Magers, Nevin Hamilton, Robert Valentine, Rodney Welch and Mike Abernathy, Milan Maintenance.

From The Field

In September 2014, intense flooding washed through the Northwest District and prompted the closing of the bridge over the Nodaway River on Route A between the towns of Maitland and Skidmore. Bridge inspectors, including a dive team,

took several days to evaluate the erosion on both the bank and around the bridge supports to determine that the bridge was safe and could reopen to traffic.

Below are photos of the joint efforts of the maintenance crews from Mound City, Tarkio, Clearmont and Maryville to haul rip rap and clear the drift pile that accumulated around the bridge supports.



For more info

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Customer Relations Specialist
Northwest District
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3602 N. Belt Highway
St. Joseph, MO 64506-1399

Comments & Suggestions

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Northeast District

Mother Nature Plays Havoc on Daily Lives

Twain once said, “I have counted 136 different kinds of weather inside 24 hours.” In the summer of 2008, it seemed the only change in weather that was taking place in northeast Missouri was how hard it rained each day. Tanya Carlisle, senior administrative technician at the district office, Ron Calvin, maintenance superintendent, and Darin Epperson, at Bowling Green maintenance and their families felt the wrath of Mother Nature that summer, because the road they used to travel was closed due to flooding.

Northeast Missouri received record precipitation that summer, and in late July, the Corp of Engineers had to release the water below Clarence Cannon Dam causing flooding of farmland, homes and roads near New London. In addition, the release of water caused flooding across some of MoDOT’s secondary roads along Salt River resulting in road closures. One route that was affected was Ralls County Route V east of New London.



Pictured above is one of the areas of Ralls County Route V that flooded in the summer of 2008.

“I never realized how much I traveled and depended on Route V until it closed,” Tanya said. “Living east of New London, what normally took six minutes to get to New London on a nice paved road with a newly constructed bridge, now took me about 30 minutes,” she added.

Tanya worked in Hannibal, so using alternate routes to get to work was not a problem, but when it came to her children’s school activities, it became cumbersome and costly. With an already busy schedule, a typical day for Tanya would now involve traveling a total of approximately 125 miles.

Ronnie Calvin also lives off of Route V and found times more difficult. At the time of the flooding, Ronnie was the supervisor at the Bowling Green maintenance facility.

“I would have to travel Ralls County Route T north to Hannibal and then go back south on U.S. 61 to Bowling Green,” said Ronnie. Ronnie’s family also had crops that were under water and livestock on a farm located across the river. “Due to the longer commute and the need to care for the livestock, I would have to leave two hours earlier each day for work, and then get home two hours later,” he added.

Darin Epperson also found himself spending a lot more time on the road. “At the time, I worked at the Frankford shed, and it was seven miles for me to get to work,” said Darin. “Once the flooding hit, I was then traveling 35 to 40 miles one way,” he added.

Not only did Darin have a longer commute, but he also spent a great deal of time working the flood when the roads were closed.

Within a few weeks the water receded, and their lives and the lives of others would return to normal. Although Mother Nature had played havoc on their lives, we were very thankful that our MoDOT family had been kept safe.

Around the District...



Atlanta High School was the highest overall Battle of the Belt winner in the northeast region with 100 % seat belt usage.



Palmyra High School was the most improved Battle of the Belt school with an improvement of 55.26% and an overall usage of 99.08 %.



Dan Brumagin's sons built this snowman in the likeness of their dad the maintenance superintendent. It was complete with orange buttons, a hard hat and a smile!

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Tandem Dump Truck Fleet Changing to Improve Durability

We’ve all come to expect MoDOT’s heavy equipment to sport the same shade of yellow, but that is changing. More and more beds on MoDOT’s tandem dump trucks will be a shiny metallic, not yellow.

“We bought 18 dump trucks with stainless steel beds this year and we’re looking at another 15 next year, starting in July (the beginning of the next fiscal year),” said Joey Hinton, Kansas City District General Services Manager.

The new stainless steel beds will steadily replace the plate steel beds that the Kansas City District’s 204-truck fleet has been using for decades. While the stainless steel beds cost about \$1,800 more than the steel beds, they will last far longer because salt and other road chemicals don’t corrode stainless beds. Those same chemicals will quickly rust out a standard 10-gauge steel bed.

The first three stainless beds have been delivered to the Kansas City District, and represent a first for MoDOT statewide. While they cost more up front, the beds last longer and can be transferred from one truck to another as aging units cycle out and are replaced.

MoDOT’s truck mechanics and maintenance workers have made the old plain steel beds last 10 to 12 years, but only by cutting out rusted steel and welding in patches.

The rebuild costs run about \$5,000 to \$8,000 per truck, which far outstrip the additional cost of a stainless steel bed that will last far longer without a rebuild.

“We usually rebuild the (corroded) steel beds two times,” Hinton said. “We replace the side rails, the floors, then sandblast and send them out for painting.” That’s why some trucks look shiny and new, and some people seem to think MoDOT has an entire fleet of new trucks when only a few are new and the rest are aging units with fresh paint.

MoDOT mostly uses Navistar trucks with steel beds, and the trucks last up to 12 years or 150,000 to 200,000 miles. MoDOT rebuilds engines on these units, too, and that investment may come as early as 100,000 miles or sooner.

Now the department is expanding its fleet to include other manufacturers: Western Star (Daimler) and Mack trucks, which have different engines than the Navistar units. It will give MoDOT a better comparison of efficiency and durability to help the department determine value when replacing tandem trucks.



Jarraff Stretches Aerial Brush Trimming to

New Lenghts

MoDOT maintenance crews are trying out a new piece of equipment this winter in Cass County that can trim tree branches and brush up to 80 feet in the air – and do it safely at unheard of speed.

The Jarraff is a self-propelled tractor with an extendable fiberglass boom that has a spinning 24-inch saw blade on the end that can twist 90 degrees. The operator and driver each sit in heated cabs that can rotate 360 degrees. The equipment itself is articulated on large, all-terrain tires that can maneuver across most of the roughest ground along a highway.

It’s just the thing when the tree branches are growing out over the roadway and creating a canopy that can rain down debris in stormy weather or grow low enough to damage trucks and other equipment with high loads traveling down shaded highways.

MoDOT Maintenance Superintendent Travis Jones describes the equipment and explains the advantages.

“We just started using it Feb. 6,” he said. “We’ve cut everything (hanging over or near Route 7) from Pleasant Hill to Harrisonville. We can’t keep up with the Jarraff with our brush chippers, we have to shove it off the road and come back when we’re done.”

“It lets you get all the way to the right of way line and the Jarraff doesn’t even leave the roadway,” Jones said.

Although they can accomplish so much from the roadway, the equipment can leave the hard surface, go down into the ditches and brush and get to areas that a bucket truck never could.

Not many workers look forward to going through all that, being raised 75 feet in the air in a bucket and starting up and swinging a heavy chainsaw, sometimes quite close to power lines.

The Jarraff’s fiberglass boom insulates the operators in case they mistakenly brush a power line. Ribs on the boom prevent the brush from sliding down the boom toward the operator. A lowboy trailer brings the Jarraff to the job site, but after that it can travel at nine mph and continually cut brush overhead and alongside the roadway. Although most branches high over the roadway are far smaller, the equipment can cut up to 18 inches of wood.

The Kansas City District is the second to use the equipment, after the Southwest District earlier this year. It shows its value in both speed and safety. Once crews finish up Route 7 to Blue Springs, it will go to the Marshall crews and back to work.



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Central District

Seven Innovations Selected for Showcase

Seven Central District innovations have been selected for the 2015 Innovations Challenge Showcase to be presented April 27 and 28 at the Springfield Convention Center. Innovations were judged on efficiency, value (cost & quality), safety and organizational and environmental impact. Each district selects submissions and a statewide evaluation team chooses the best innovations to compete at the Showcase. Congratulations to our innovative Central District employees. We wish you the very best at the Showcase!

The district innovations selected for the Showcase are (organized by category):

PROJECTS

Striped Roundabout

Submitted by Ryan Libbert and Kent Bohon along with the team of Bob Lynch, Cindy Kremer, Bruce Green, Jacob Ray, Trent Brooks, John

Schaefer, Erica Ross, Danny Roeger, Dirk Honeycutt, Norb Dickneite, Terry Blankenship, John Patterson, Donald Hake, Loren Groose, Clint Jones, Joe Martin, Jamey Asahl, Allan Haslag and Rodney Whittle.

Description: This is an alternative to a traditional roundabout, which has raised concrete islands. This alternative is simply a striping pattern that provides the benefit and functionality of a roundabout at a fraction of the cost.

TOOLS AND EQUIPMENT

Trim Line Carrier

Submitted by Donald Maddox and Brad Murray.

Description: This improvement allows a full set of trim line channelizers to be stored with the message board and thus less likely to be forgotten.

Tie Road Boots

Submitted by Chris Stuckenschneider of General Services Fleet Support.

Description: This is a simple addition to the tractor tie rod that further protects it from weed/brush damage thereby reducing future maintenance costs.





Gear Box Shaft Bit Attachment

Submitted by Lewis Trapanier, Zach Honse and Juan Guillen.

Description: This is a specially built drill bit that can reverse a spreader gear box without the need for a pipe wrench, thus preventing unneeded damage to the gear box shaft.

PRODUCTIVITY

Articulated Saw Attachment

Submitted by Brian McMillian, Jason Harmon, Thomas Cox, Adam Perrett, Dave McGinnis, Brenda McClain, Jeannie West, Ronnie Pyatt, Dustin Hardy, and Ronald Laney.

Description: This is a purchased product that attaches to a back hoe and can be turned on multiple axes to remove overhanging limbs in a quick and efficient way. It serves as an alternative to the Jarraff Tree Trimmer.

Electronic Striping Database

Submitted by Brandon Schreimann and Joe Moore.

Description: Using ArcMAP 10, this group created a striping map that can be shared on SharePoint. This process allows for the year's striping plan to be shared for the district as a whole, as well as provides individualized plans for each maintenance area. This allows for a better sharing of information, which results in less re-striping and a more efficient use of department resources.

Hover Trimmer

Submitted by William Sentman, Jarrett Reedy, Nathan Ragsdale, Leroy Barton, Randy Lea, Brian Black, Mike Halbert, Jeff Manthey, Andrea Starkey, Alan McBride, Justin Nash, Jason King, Justin Sundell, Kit Horbyk, John Evans, Ken Thomas, Calvin Bunton, Kyle Good, and Karl Desch.

Description: This is a purchased item that can be attached to a weed or brush trimmer. This attachment reduces the amount of thrown debris as compared to traditional string trimmer and thus increases safety for MoDOT staff and the traveling public.

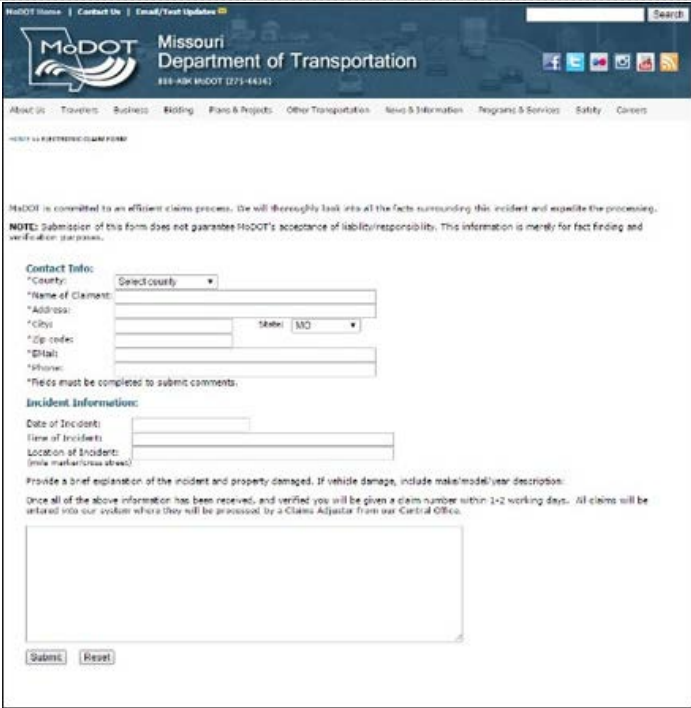
Dudenhoeffer Helps Launch Online Form

Customer service is one of our top priorities. Central District Senior Risk Management Technician, Brenda Dudenhoeffer, proved that to be true when she decided to go the extra mile to make the process of filing third-party damage claims easier and more efficient. As a result, MoDOT now has an online claim form customers can use.

"The online claim form allows us to conduct business more professionally and efficiently," said Dudenhoeffer. "Before the claim form, every district had a different way of gathering the information. The new form will make the process uniform statewide and will also make it quicker and easier for our

customers to file claims.”

Set up by Customer Relations Manager Matt Hiebert and Customer Relations Specialist Kellen Burns, the form is easy to use and requires a minimal amount of a customer’s time and energy. It’s similar to the way most insurance companies handle claims.



Customers who have damage claims can simply visit: <http://www.modot.org/asp/ElectronicClaimForm.htm>. Claimants are prompted to answer a series of questions and then asked to hit the submit button. The customer’s claim is automatically routed to the appropriate district based on the county chosen.

Each claim is assigned a claim number and responded to within a minimum of 1-2 days. From that point, verification has to be made that the claim is valid. Once verification is received, the claim is entered into the system and routed to Central Office for final processing. From the time the claim is received to final processing, a claim usually takes about 3-5 business days to be completed.

We’d like to thank Brenda, Matt and Kellen for helping to provide this valuable service to our customers across Missouri!

Customer Sends Thanks to Snow Fighters

Vicki Gibbons, a customer from Rolla, recently sent us an e-mail thanking our workers for yet another job well done during this last winter storm:

"Thank you MoDOT for doing an incredible job on the roads last Tuesday. I drove from Memphis, TN to Rolla taking Route 240 to Route 40 in TN and Route 55 in AR and MO, and Routes 270 and I-44 to Rolla. Once I hit the MO/AR line the roads were clear all the way (in Missouri). Prior to that the road conditions were not the best. A big Thank You."

We'd like to join Vicki in thanking all the MoDOT workers who brave the winter weather to clear our roads and all the employees who work inside to support them!

Congratulations to . . .

CENTRAL DISTRICT SAFETY SENSITIVE WORK UNITS ELIGIBLE FOR TEAM SAFETY AWARDS

California, Drake, Edgar Springs, Fayette, Fulton,
Linn, Steelville, Williamsburg, Special Crew Signal Lighting,
Special Crew, Roadside, Maintenance Contracts, Buildings &
Grounds, Resident Engineer Columbia, Resident Engineer
Camdenton, Resident Engineer Jefferson City, Resident Engineer
St. James, Construction Office, Area Engineer Columbia, Area
Engineer Osage Beach, Area Engineer St. James,
General Services, Lube Crew North, Lube Crew South,
Special Crew Signing/Striping, Traffic, Materials,
& Risk Management.



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Engineers Advance Skills Through APEX

Four St. Louis engineers gained knowledge and new skill sets by participating in a rotational training program last year. The program, Accelerated Professional Engineer Cross Training (APEX), allows select engineers to cross train in multiple departments throughout the district.

The participants had the opportunity to cross train in departments such as planning, design, traffic, design build, utilities, bridge maintenance and construction. Depending on the department, training could last up to three months.

The 2014 participants were:

Belay Nerea - Intermediate Materials Inspector
Arisa Prapaisilp - Senior Traffic Studies Specialist
Jonathan Swagman, - Senior Construction Inspector
Stuart McNeil - Senior Highway Designer

Nerea is currently working on a master's degree in Structural Engineering and felt the program helped him build rapport with great employees in his field of study.

"Being able to rotate through bridge maintenance kindled my passion for that field of engineering. I now want to become a structural engineer in the bridge department," said Nerea.

Prapaisilp felt as if she learned a lot from her experience.

"I actually feel like a better engineer after completing this program. I am much more versatile now," she said.

Swagman appreciated the connections he was able to make.

"I highly recommend this program for employees that are looking to develop professional relationships internally and externally for MoDOT. My experience will serve me and MoDOT well for years to come," he said.

McNeil felt as if his knowledge overall of MoDOT significantly improved through this program.

"It expanded my knowledge of how MoDOT operates as a whole and also allowed me to meet and work with key personnel throughout the district," he said.

The APEX class of 2015 started in January and will end on Dec. 31, 2015. This year's participants are:

Aaron Groff - Senior Highway Designer
Brian Lange - Senior Construction Inspector

Both participants have already selected their areas of interest and have begun their rotations.

Assistant District Engineer Bill Schnell created the APEX program in 2012. This year it is being expanded statewide to allow employees in other districts to participate. For more information about the program, please contact Schnell at 314.453.1802.



Left to right: Greg Horn, Arisa Prapaisilp, Jonathan Swagman, Stuart McNeil, Bill Schnell, Belay Nerea. The APEX class of 2014 receive their certificates of completion on Feb. 24 at the district office.

Initiative and Tuition Reimbursement Expand Career Opportunities

by Shaunda White

Taking advantage of the tuition reimbursement program and introducing himself to the appropriate manager are two opportunities that Broadway Maintenance Worker Tim Werner could not pass up.

Werner took the initiative to introduce himself to the St. Louis Information Systems Manager, Mark Schall, at an employee fall meeting last year. He explained to Schall that he was working on a degree in IS and was interested in cross training to gain some experience in the field.

Because of his diligence, Werner is now earning a degree in Information Systems, while gaining beneficial experience in the St. Louis IS department.

Werner is currently cross training in the St. Louis IS department for six weeks.

“I am learning a lot from the IS department. This is a great opportunity to get relevant experience while also learning MoDOT from a different level,” said Werner.

Werner is enrolled at St. Louis Community College and is working on an associate degree in Information Systems and Software Development. He will graduate at the end of this year and plans to work toward earning a bachelor’s degree in IS.

“Cross training has made a significant impact on my perspective of MoDOT. I would like to thank Mark Schall, Becky Allmeroth, Rick Schneider and Jan Binger for allowing me this opportunity. I encourage other employees to take advantage of benefits that MoDOT has to offer for career advancement. I plan to use my degree and training to advance my career and become a better asset for MoDOT,” said Werner.



Tim Werner works on a computer tower as he cross trains in the St. Louis District IS Department.

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OUTREACH (above) – MoDOT Right-of-Way Director Kelly Lucas helps a Women in Engineering student at Logan-Rogersville High School with an exercise in acquiring right-of-way for a fictional MoDOT project. The Women in Engineering program is an outreach effort as part of the Project Freeway: U.S. 60 Rogersville design/build project. (Photo/David Mitchell)



PUSHING SNOW (upper right) - A pair of MoDOT snow plows clear turn lanes and intersections along Route 13 (Kansas Expressway) in Springfield during last week's snow fight. See story below about the district's first major snow storm of the season.



AND THAT MEANS... (lower right) - Assistant District Engineer Dan Salisbury outlines to the Joplin Area Transportation Study Organization (JATSO) how the recently-approved Missouri's 325 System will impact the Joplin area. (Photo/David Mitchell)

First Major Snow Storm of the Year Pounds the SW District

by David Mitchell

The first major winter storm of the season hit the Southwest District earlier than expected and packed a punch on Feb. 15-17.

Parts of the district received as much as eight and one-half inches of snow.

"It was a tough night," said District Maintenance Engineer Michael Middleton talking about Sunday night, Feb. 15.

He said they expected the weather to arrive around 10 p.m., Sunday, and the prediction was it would come primarily as snow.

Instead, the storm arrived several hours early and it started as sleet.

"We got caught off guard a little," said Middleton. "We didn't expect much sleet and no



accumulation before 9 or 10 p.m.”

But snow plow crews responded quickly. There were 285 trucks on the road pushing snow on the district’s routes designated for continuous treatment and hitting hills and curves on the non-continuous routes.

A message of appreciation for MoDOT snow removal efforts on a McDonald’s restaurant sign during last week’s snow fight.



Many MoDOT customers posted thank you comments to the Southwest District’s Facebook page.

The initial storm lasted about 15 hours before the sun came out, first in Joplin and then in Springfield a few hours later. When that happened, pavement temperatures jumped 20 degrees in a short amount of time.

“When the sun came out,” Middleton said, “it just didn’t take long to get the continuous routes to a mostly clear condition.”

Crews had little time to rest, because a second round of snow covered parts of the district with another two inches on Wednesday.

“With every storm we learn something to make us more efficient and better,” said Middleton. “We find things to tweak and do better.”

He may get to put some of those lessons to work again soon. Weather forecasters are predicting more chances for snow in the next few days.

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Southeast District

Southeast District Crews Battle Harsh Winter Weather

After an unseasonably warm winter for most of the season, Punxsutawney Phil’s Groundhog Day prediction of six more weeks of winter weather seemed a bit farfetched. But, unfortunately for the SE District, this year’s prediction does seem to hold true.

On the evening of Feb. 15, a winter storm made its way across Southeast Missouri. Many regions of the area received sleet followed by heavy accumulations of snow. Portions of Scott and Mississippi Counties near the Illinois state line received the highest accumulations with totals reaching 15 to 18 inches.

Crews worked around-the clock to fight the tough conditions and began to make progress despite the bitter cold temperatures, but more wintry precipitation soon struck the area. Early Feb. 18, the district received a heavy dusting of snow that covered many of the previously cleared major routes.

Due to the crews’ diligence, most of the SE District’s major routes were mostly clear in time for morning commutes on Feb. 19. But that was not the end of the winter weather!

On Feb. 20, another system moved into Southeast Missouri, bringing sleet followed by freezing rain. Temperatures rose on Feb. 21, which was helpful in making progress on the roadways. However, it caused another concern—flooding.

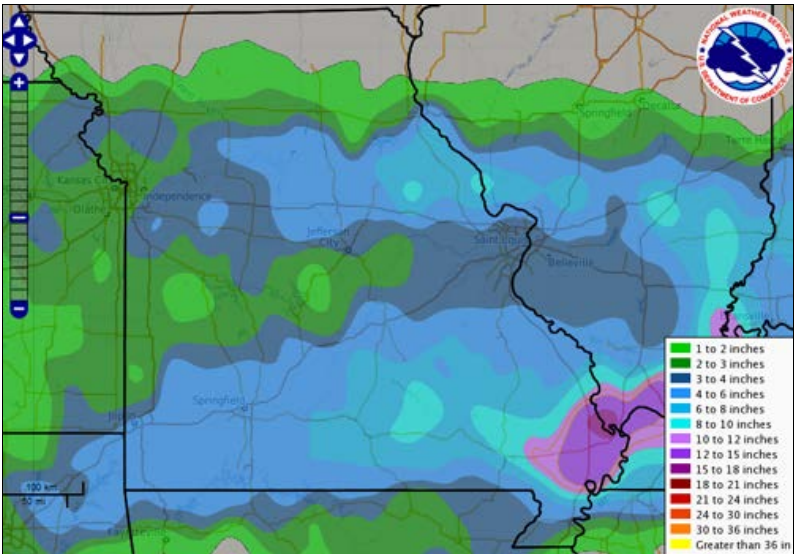
The hard work from the SE District’s maintenance crews and EOC staff did not go unnoticed. Many individuals, including State Representatives and highway patrol troops, took time to show their appreciation by writing letters and reaching out to the Southeast District on social media.

Below are a few of the comments received throughout the storms:

Rep. Todd Richardson wanted to make sure MoDOT district staff were thanked for their hard work during this past weekend’s snow storm. He was very impressed how well the roads were cleared under the severe weather conditions.

Just met a convoy of MoDOT trucks preparing for the next round of precipitation. Many thanks for those who have to work out in this weather whether it be road crews, electric crews, law enforcement, first responders and many others. It can be easy to forget when you are warm and cozy. Thanks to ALL and stay safe! (per Rep. Shelley Keeney’s facebook)

[Click Here to Read More Comments](#)



Most areas of the SE District received accumulations of eight or more inches during the 48-hour storm that start Feb. 15.

Same Faces, New Places

Senior Human Resources Specialists Kristy Pettit and Pam Griffin are familiar faces within the Southeast District. Both Kristy and Pam have been highly successful in providing medical benefit assistance to employees through the Human Resources division. The Southeast District split benefits administration responsibilities between Kristy and Pam.

But, within many other districts across the state, the benefits specialist position is located within the Financial Services division.

Going forward, the Southeast District Human Resources division will work to increase recruitment efforts and provide other divisions with more training opportunities. With this direction and a majority of benefits/retirement processes requiring corresponding payroll transactions, SE District management determined the benefits specialist position will be moved to the Financial Services division.



Kristy will serve as the district benefits/retirement specialist within the Financial Services division. Kristy will travel to Willow Springs on a regular basis. Employees and retirees with benefit and retirement questions, may contact Kristy at (573) 472-5363 (same phone number). Her office in the Southeast District Office will move to the Financial Services division.

Pam will remain in the SE Human Resources division but will now focus more heavily on hiring, developing and retaining an outstanding SE workforce. Pam and the other members of the Human Resources team (Angie Temple, Donna Ferkel and Mary Shrubb) will continue to be available for HR questions.

The change will be effective March 1.

Picture: Kristy Pettit will be the primary contact for benefit and retirement information beginning March 1. Her position will move from the district's Human Resources division to Financial Services.

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